ADVANCING WASHINGTON'S INTERESTS

BUSINESS

EDITED BY WILLIAM M. CONRAD

Like a Thief in The Night - Old Age Creeps On

Are you prepared for the years that are sure to come? Are you providing now for those years, or are you just drifting? Poverty in old age makes life hardly worth living.

Our book entitled "Getting Ahead" tells how you can easily avoid such a situation—and without sacrifice now. Upon request we will send it free of charge.

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Potomac Elec Con. 5's 86

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EREDIO	
Local Stocks.	Pot. I
	Pot.
SALES.	Wash
	Wash
Washington Gas 74's, \$1,000@103.	Wash
Potomac Electric Power ref. 7's	Wash
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Washington Railway and Electric	
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After call-Washington Gas 5's,	Amer.
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PUBLIC UTILITY.	Ameri
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& P. Telephone 5's 89	Liber
ap. Traction R. R. 5's 89	•Line
City & Suburban 5's. 67	Nat.

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Elec. Power GM 6's 97	Continental Trust 100	103
Elec. gen ref. W.I 99% 100	*National Sav. & Trust. 274	***
. Alex. & Mt. V. 5's 25	Union Trust 1181/2	120
ington Gas 5's 82 83	*Wash. Loan & Trust 260	275
ington Gas 71/2's 102% 1031/2	SAVINGS BANK.	
. Ry & Elec. 4's 59% 59%.		
Ry. & Elec. G.M. 931/2 941/2	Commerce & Savings 155	***
MISCELLANEOUS.	East Wash. Sav. Bank 121/2	+ 5.82
Realty 5's (long) 85 90	Merchants Bank 147	
Realty 5's (short 95	Sec. Sav. & Com. Bank. 207	230
. Market 5's, 1927 79	Seventh St. Sav. Bank, 150	
Market 5's, 1947 77	Union Savings Bank., 112	
Cold Storage 5's 75	U. S. Savings Bank 200	
STOCKS.	Wash. Mechanics Bank 25	***
PUBLIC UTILITY.	FIRE INSURANCE.	
Tel. & Tel 108	Amer. Fire Ins 225	
al Traction 871/2 88	Arlington Fire Ins 9	
hington Gas 47% 48%	Corcoran Fire Ins 115	
W. Steamboat 180	Firemen's Fire Ins 20	
. Ry. & Elec., com. 26	Nat. Union Fire Ins 7%	
. Ry. & Elec., pfd. 57 60	TITLE INSURANCE.	-
NATIONAL BANK.	Columbia Title Ins 41/4	5
ican Nat. Bank 155 183	Real Estate Title Ins 90	-
al Nat. Bank 165	CONTRACTOR AND	***
nbia Nat. Bank 176	MISCELLANEOUS.	
nercial Nat. Bank 167	Col. Graphophone com 3%	4
a March Mark Donk 910	Col. Graphophone pfd., 15	
al Nat. Bank 170 180	D. C. Paper Mfg. Co 75	***
ty Nat. Bank 120	Mer. Trans. & Storage	115
oln Nat. Bank 165	Mergenthaler Linotype 123	
Metro. Bank 210	Old Dutch Market com 3	6
Nat. Bank 450	Old Dutch Market pfd., 7	9
d Nat. Bank 145 165	Lanston Monotype 71	72
ington 180	Security Storage 210	
TRUST COMPANY.	Washington Market 24	
. Sec. & Trust 218	*Ex-dividend.	

The Chesapeake and Ohio Railway Company

The Chesapeake and Ohio Railway Company of Indiana The Chesapeake and Ohio Northern Railway Company

OFFICE OF THE PRESIDENT

Richmond, Va., October 25, 1921.

To the Employes of The Chesapeake and Ohio Bailway:

The daily press contains the information that certain classes of our employes have determined to strike at some date in the very near future. The Company's officers have received no notice from the employes affected. Such a method is so entirely unusual and contrary to the customs and practices hitherto prevailing that we find it hard to credit the inthose directing the plans.

time it will be remembered there was a request for an increase in wages pending before the Railroad Administration, which it declined, however, to grant, because it felt in that instance it should not make an increase in wages which would affect the future of the properties after Government control had ex-

conditions would be taken up later.

se of complying with the requirements of the Trans- in the case of Decision No. 2, issued July, 1920. portation Act. The increased wages granted on July 20th peake and Ohio Railway did not earn its operating expenses in February. In this state of affairs, which seemed to bid fair action to meet the situation. It was shown by statistics from reliable sources, other than railroad, that the increase in cost of living since the pre-war period had been about seventyquestion of a reduction in wages was then presented in due their effect in stagnating business, but they must all be inform and in the prescribed method to the United States Railroad Labor Board, provided for in the Transportation Act. The Board gave exhaustive consideration to the case. Numcrous hearings were held, at which every one interested was heard. A decision was reached, effective July 1st, 1921, making certain reductions as the result of this investigation.

obeyed every ruling of the Labor Board affecting it, and conse- Surely you are protected in this. quently will be in this controversy, if there be one, with absoa little more than half that amount, which, however, the Com-

pany accepted in good faith.

In this state of affairs it will be observed that the embeen in effect since July 1st. Surely this presents no convinc- it I feel that your mature judgment will reach the conclusion ing ground for such a grave act as a strike, and all must re- that a strike along such lines is absolutely untenable and canalize that the railroads must carry out the decision of the not possibly be the means of benefit to those involved. It is Government Board. I feel absolutely and conservatively safe hard to contemplate that men possessed of the character of in making the statement that public opinion will not coun- the men working for the Chesapeake and Ohio Railway, many tenance a strike on such a basis, and disaster only can ensue of whom have spent long years in its service, will not feel if that course is persisted in. But, it is argued, this is only that loyalty impels them to decline to join in such an issue, the beginning of a series of moves on the part of the railroads particularly because of the fact that readjustment must come, in making further decreases in wages and taking away from and all must share in that readjustment, including employes, the men working conditions and privileges which they now enjoy. In answer to this it needs only to show that the rail- agement and operation of the Company. roads under the present form of labor control cannot do anything of the kind until the United States Labor Board has with the legal duty which rests upon us of operating the propconsidered such a request fully, had hearings upon it, and erty, in order that the public may be served. given every one interested the right to appear and present his side of the case.

An outstanding feature of the Transportation Act is that the railroads must be operated honestly and efficiently, and it is enjoined upon the Interstate Commerce Commission the setting up of a system of rates which, if in the judgment of the Interstate Commerce Commission is justified by developments, will insure until March, 1922, not less than 51/2 % upon the valuation of the properties of the railroads, to be ascertained by the Interstate Commerce Commission, and if the Commission deems it necessary, it is to allow an additional one-half of one per cent to provide for additions and betterformation, yet it seems to be so authoritatively and openly ments to be used in the service of the public, being a total of and plainly discussed by the labor leaders that there is little 6%; but as a condition precedent honest and efficient operaroom for doubt that such an intention exists on the part of tion must be had according to the law. There is no guarantee in this in any sense. The Interstate Commerce Commis-The beginning of the chapter of events now culminating sion is only to attempt to bring about such a percentage redates to the period prior to February 29th, 1920, when Gov- ceipt. If they try honestly and fail because of business conernment control of the railroad properties ceased. At that ditions changing, that is all that is necessary on their part. Nobody has to make good any deficiencies to the railroads. Insofar as this Company is concerned it has fallen far short of earning 6% since the law went into effect, which was September 1st, 1920, as to this particular provision. Honest and efficient operation demands that we pay only such wages as pired. The Transportation Act provided for a method of are justified by the conditions. If the conditions require a handling such disputes and these provisions of the act were change in wages it must be made by the railroads, just as has immediately invoked in behalf of the men affected. Hearings been made in other industries, but such change can only be were held and on July 20th, 1920, certain increases in wages, made after full and complete investigation by the United amounting to about 22%, were allowed, retroactive to May 1st, States Labor Board. Surely the men have their protection 1920. The Labor Board announced at that time that working against aggression such as they may fear by these provisions of the law. If the men deem it reasonable and fair that they Effective August 26th, 1920, the Interstate Commerce should receive an increase in wages in the future, the same Commission made increases in the rates of the railroads for law protects them in obtaining what is due them, as evidenced

Persistent effort has recently been made on the part of were taken into consideration in arriving at these rates. The shippers and others to bring about a reduction in freight Interstate Commerce Commission made an earnest effort to rates. The railroads have canvassed this situation and dereach a fair and proper conclusion as to the increases thus termined conclusively themselves that such reduction can only granted and if the volume of business had been maintained, come from reduction in expenses. Any other method can only their calculations would undoubtedly have materialized. Be- produce disastrous results insofar as most railroads are conginning with January, 1921, however, the revenues of this cerned, which results will also be disastrous to the employes of railroad precipitately declined, so much so that the Chesa- the railroads. The stock argument is that the volume of business will be so increased by the lowering of rates that the relief for the roads will come from such increased business. to be permanent, the Company was compelled to take some The railroads are convinced, after exhaustive investigation, that the volume cannot so increase, because the present situation is the result of readjustment due to the war and represents lessening in business caused by that readjustment, and five per cent, whereas the increase in wages was one hundred not by freight rates. Surely the railroads could be expected and twenty-seven per cent during the same period. It seemed, to take the action of lowering freight rates if they felt that therefore, that employes' wages should in fairness come down such additional business could be so produced, as it would be to in some measure meet the situation above referred to. As a good business proposition to do so. This does not mean a further measure in meeting the situation the Company's that no rates should be lowered; on the contrary, there have dividend, due June 30th, 1921, was deferred. In other words, been many rates lowered, and there will be more as time goes a stockholder forfeited the entire income he held at stake. The on which it will be found necessary to lower on account of vestigated and assurance had that they are really necessary and advisable and will produce the desired results.

This is all put before you so that you may realize, first, the persistent effort that is being made to reduce freight rates, and, second, that you may understand that the principal way to obtain the low rates that the people demand is by reducing This railroad accepted and put into effect in good faith our expenses, and the wage part of our expenses can only be the increases granted the employes in July, 1920. It has reduced after orderly procedure before the constituted body.

I am sure the facts stated herein are true and the opinintely clean hands. It expected that Labor would also obey ions given are based on my best knowledge and belief. If this the orders of the Board when properly arrived at. Instead of is so, it would seem that they show good reasons on your part carrying out the orders so arrived at strike votes have been for hesitating before taking the important step of severing taken and, as above stated, we are informed by the columns your connection with the Company, which a strike entails. I of the newspapers that a strike will be called. Let me reiterate am all the more concerned at the development of this situathat the position of this railroad is that it is willing, in fact, is tion because of its possible interference with plans which I carrying out the decision of the Labor Board effective July have formed looking towards mutual benefit, to be brought 1st, 1921. In its application for a decrease in wages the Com- about by a closer affiliation between you and your Company, pany asked for the total abrogation of Decision No. 2, effec- which I had expected to base upon a strong foundation of tive May 1st, 1920, but the Labor Board saw fit to grant only mutual confidence and esteem. I believe that the future of the railroads lies in this closer union between employe and employer, and I had confidently counted upon achieving results in every way disproportionate to the effort required to ployes are discussing striking against a set of wages autho- produce such a desirable status. I ask you, therefore, to serized by a properly constituted Governmental Authority acting riously ponder over the situation and weigh well your action entirely within that authority, the wages in question having before coming to a conclusion. When you have so considered officers, stockholders and every one participating in the man-

Of course if our men leave the service we must comply

Advertisement

W. J. HARAHAN, President

NEW YORK STOCK EXCHANGE

	Am. Cotton Oil Am. Drug Synd.	19%	19%	1916	19%	Nev. Con. Cop 1214	1236	1234	1236
:	Am. H. & L. pt.	5234	5214	5234	52	N. Y., O & W 19% N. Y., N. H. & H. 18%	19%	13%	14
	Am. Ice	64%	64%	64%	64%	N. Y. Central 71%	71%	71)4	7136
5	Am. Inter. Corp.	34	3314	3316	8354	North America 40%	40%	49%	40%
	Am. Loco	92	92	92	92%	North Am. pf 36%	36%	2014	72%
414	Am. Saft. Razer.	71	4%	136	70% 4%	Northern Pac 72% Norfolk & West. 85%	95%	7214 9514	94%
	Am. Ship. & Co.	5%	636	516	536	N. O. T. & Mex 59	59	59	58%
6	Am. Smelt pf		74	74	75	Ok. Pr. & Rf. Co. 2%	2%	236	236
	Am. Steel Fdy.	24%	24%	24 %	2434	Orpheum Cir 18%	18	18	18%
6	Am. Sugar Am.Sumatra Tob	36%	35%	35%	52h	Otis Elevator 97% Owens Bol Ma 29%	97%	97%	29
12	Am. Tel. & Tel	108%	108%	10816		Pac. G. & E. Co 60%	60%	60%	60%
	Am. Tobacco	125	125	125	12436	Pacific Oil Co 44%	43%	44%	44%
	Am. Wool	76%	76%	76%	76%	Panhandler, P 11	11	11	10%
-	Anaconda	40%	33	33%	40%	Pan-Am. Petrol., 45% PAm. Petrol B. 43%	45%	45%	45%
	As. Dry Gds. pf.	69	69	69		Par. & Bing. Corp 13%	1336	1336	13%
	Associated Oil	96%	9656	9654	954	Pa. Seab. Steel 10%	10	10	10
- 1	At. G. & W. I.	3136	30%	30%	28%	Penn. R. R 26	35%	36	25%
	At. Coast Line.	84%	8536	85%	85.74	Pere Marquette, 1814	18%	18%	18%
	Atlantic Petrol.	21%	21%	21%	21,4	Phillips Petrol 19%	15%	29%	30 % 15%
	Balto. & Ohio	3656	3634	3634	36%	Pierce Arrow 16% Pierce Ar. pf 37	36%	36%	35%
43	B. & O. pf	E0%	60%	£036	50%	Pierce Oil 7	7.	7	636
414	Baldwin Loco Beth. Steel B	90% 54	5316	89% 53%	89	Pierce Oil pf 46	46	46	46
714	Beth Steel 8's	98%	98%	9814	98%	Pitts. Coal 60%	603	6034	60%
	Booth Fisheries.		4%	4%	4%	Pitt. & W. Va 23%	62	62%	60%
	Brook. R. T	7%	7%	7%	7	Pressed Stl. Car. 63% Pure Oil 33%	33	33	32%
	Burns Bros		11116	112%	1117	Pullman P. Car. 99%	9916	99%	100
	Caddo Oil	13%	1236	1354	124	P. Ser. Cor. N. J. 59%	59%	59%	59
d	Cal. Packing	66 N	66%	66%	66%	Punta A. Sugar. 27%	27%	27%	26%
e	Cal. Petroleum.	4236	42	423	42%	Reading 6:36	68%	22%	21%
	Canad. Pacific	111%	11116	11136	11134	Rep. Iron & St., 48%	4836	4836	48%
-	Cent. Leather Cerro de Pasco.	27%	27	27%	27%	Rep. I. & S. pf 78%	78%	78%	78
	Chandler Motor.	29%	43%	29% 43%	29%	Rep. Motor Tr 9%	7%	8	9
e	Ches. & Ohio	5434	54	64	54	Roy. Dutch N. Y. 45%	45%	45%	44
ı	Chi. Pneu. Tool.	52%	51	. 52%		Saxon Motor, 2%	2%	2%	21%
	Chi. & N. W	67	67	67	67	St. L. & San F. 22 Seaboard Air L. 3%	3%	394	3>
f	C., M. & St. Paul. C., M. & St. P. pf.	2336	2314	2336	2374	Seaboard Air L 3% Sears Roebuck 69	6836	6816	68%
-	C., R. I. & P	36%	36 14	36%	36%	Seneca Copper 20	19%	20	19%
	Chino Copper	25%	25%	2536	253	Shell T. & T. Co. 33%	33%	33%	33.4
- 1	Chile Copper	1156	11%	11%	11%	Sinclair Oil 22%	21%	22%	21%
_	Cluett, Peabody.	43%	42	43%	41	Southern Ry 19 South Ry. pf 43	18%	18%	42%
-	Coca Cola Col. Gas & Elec.	38%	37%	38.4	37	South. Ry. pf 43 South. Pacific 77%	7736	77%	78
t.	Columbia Graph.	6214	62	62	62	Stan. Oil N. J 150		150	
1.	Col. Graph. pf	15%	15%	15%	16	St. Qii N. J. pt 109	109	109	109%
t	Con. Gas	90%	90%	90%	904	Stan. Oil of Cal 80%	80%	80%	80
-	Con. Tex. Corp.	16%	16%	16%	165	Stromberg Corp. 32	31%	74%	743
d	Corn Products	81%	80%	81	813	Studebaker 74% Submarine Boat 3%	73%	334	334
s	Corn Prod. pf., Cosden Corp,	107 34	33	33%	33	Superior Oil 7%	736	7%	7%
a	Crucible Steel	63%	62%	63%	62%	Tex. & Pacific 21	21	21	21%
8	Cuba Am. Sugar.	14%	14	14	1336	Tex. P. C. & Oil, 25%	24%	25%	25%
e	Cuba C. Sugar	7%	7%	7%	7%	Third Ave 14	40%	40%	41
d		10616	106%	106%	100000000000000000000000000000000000000	Tidewater Oil 149%		149%	
a	Erie Endicott Joh'son	69	11%	11%	68%	Transcont. Oil 8%	8%	8%	8%
8	Enid Johnson pf.	100	100	100	100	Union Pacific 119%	200 C	119%	119.4
y				631	63%	Union Oil 20%	201		20%
e	Famous Players.	64	631		401			20%	63%
d i		42%	42%	42%	42%	United Drug 64	63%	63%	12.37 July 1
- 1	Famous Players. G. A. Tank Car. Gen. Asphalt	42%	42% E8%	42% 58%	69%	United Food, 13%	63%	63% 13%	13
	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd	42% 59% 96%	42% E8% 94	42% 58% 95	69% 95	United Food, 13% United Fruit 114	63%	63%	12.37 July 1
f	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co	42% 59% 96% 58%	42% E8% 94 57%	42% 58% 95 58%	69% 95 59	United Food, 13%	63% 12% 113%	63% 13% 113%	13 114 534 46
f	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co	42% 59% 96%	42% E8% 94	42% 58% 95	69% 95	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79%	63% 12% 113% 53% 45% 79	63% 13% 113% 53% 46% 79%	13 114 534 46 785
f t	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric	42% 59% 96% 58% 130% 10 72	42% E8 % 94 57% 129% 9% 71%	42% 58% 95 58% 129% 10 72	69% 95 59 130% 10 71%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110%	63% 12% 113% 53% 45% 79	63% 13% 113% 53% 46% 79%	13 114 53¼ 46 785 110
f t	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines	42% 59% 96% 58% 130% 10 72 16%	42% 58% 94 57% 129% 9% 71% 18%	42% 58% 95 58% 129% 10 72 18%	69% 95 59 130% 10 71%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53%	63% 12% 113% 53% 45% 79 110% 52%	63% 13% 113% 53% 46% 79% 110% 52%	13 114 534 46 785
t t	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf	42% 59% 96% 58% 130% 10 72 18% 70	42% 58% 94 57% 129% 916 71% 18% 69%	42% 58% 95 58% 129% 10 72 18% 70	69% 95 59 130% 10 71% 19	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49%	63% 12% 113% 53% 45% 79	63% 13% 113% 53% 46% 79%	13 114 534 46 785 110 53
t t	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore	42% 59% 96% 58% 130% 10 72 18% 70 30%	42% 58% 94 57% 129% 916 71% 18% 69% 30%	42% 58% 95 58% 129% 10 72 18% 70 30%	69% 95 59 130% 10 71%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49%	63% 12% 113% 53% 45% 79 110% 52% 49 54 31%	63% 13% 113% 53% 46% 79% 110% 52% 49% E4 31%	13 114 534 46 785 110 53 49 54 31
t t	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf	42% 59% 96% 58% 130% 10 72 18% 70	42% 58% 94 57% 129% 916 71% 18% 69%	42% 58% 95 58% 129% 10 72 18% 70	59% 95 59 130% 10 71% 19 70 30%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem 28	63% 12% 113% 63% 45% 79 110% 52% 49 54 31% 28	63% 13% 113% 53% 46% 79% 110% 52% 49% 64 31% 28	13 114 534 46 785 110 53 49 54 31 28
f t	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37%	42% 58% 94 57% 129% 9% 71% 18% 69% 30% 16 23 37%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37%	59% 95 59 130% 10 71% 19 70 30%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem 28 Wabash pf. A, 20%	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20	13 114 53¼ 46 78½ 110 53 49 54 31 28 20¼
f t y	Famous Players. G. A. Tank Car. Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark.	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70%	69% 69% 69% 69% 69% 30% 16 23 37% 69%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69%	59% 95 59 130% 10 71% 19 70 30%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem. 28 Wabash pf. A 20% Weber Heilborn., 13	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12%	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12%	13 114 534 46 785 110 53 49 54 31 28
t t y	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76	42% 58% 94 57% 129% 9% 71% 18% 69% 30% 16 23 37% 69% 75	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem 28 Wabash pf. A, 20% Weber Heilborn., 13 West. Md. 2d 16%	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455
t t y	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35%	42% 58% 94 57% 129% 916 71% 18% 69% 30% 16 23 37% 69% 75 35%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35%	59% 95 59 130% 10 71% 19 70 30%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem. 28 Wabash pf. A, 20% Weber Heilborn., 13 West. Md. 2d 16%	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 45% 20	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 45% 20%	13 114 534 46 785 110 53 49 54 31 28 205 135 455 205
ft	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76	42% 58% 94 57% 129% 9% 71% 18% 69% 30% 16 23 37% 69% 75	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35%	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem 28 Wabash pf. A, 20% Weber Heilborn., 13 West. Md. 2d 16% Westinghouse 45% West Pacific 20% W. W. Sp. Steel., 10	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 45% 20 10	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 45% 20% 10	13 114 534 46 785 110 53 49 54 31 28 204 13% 455 205 10
ftt	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 1% 29 13%	42% 58% 94 57% 129% 916 71% 69% 30% 16 23 37% 69% 75 35% 1% 29 13%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 1% 29 13%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 13%	United Food, 13½ United Fruit 114 Un. Realty Imp. 54½ U. S. Ind. Alco. 47 U. S. Steel 79½ U. S. Steel pf 110½ U. S. Retail St. 53½ U. S. Rubber 49½ Utah Copper, 54 Vanadium Inc 31½ Va. Car. Chem 28 Wabash pf. A, 20½ Weber Heilborn., 13 West. Md. 2d 15½ Westinghouse 45½ West Pacific 20½ W. W. Sp. Steel., 10 White Oil Corp., 12½	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 45% 20 10 12%	63% 13% 113% 63% 46% 79% 110% 52% 49% 84 31% 28 20 12% 16% 45% 20% 10 12%	13 114 534 46 785 110 53 49 54 31 28 205 165 455 205 10 125
f t t yyy f f f e e ddd	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 1% 29 13% 54%	42% 58% 94 57% 129% 916 71% 69% 30% 10 23 37% 69% 75 35% 1% 29 13% 53%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 29 13% 53%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 13% 54	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem 28 Wabash pf. A, 20% Weber Heilborn., 13 West. Md. 2d 16% Westinghouse 45% West Pacific 20% W. W. Sp. Steel., 10 White Oil Corp., 12% Willys Overland. 6	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 45% 20 10	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 45% 20% 10	13 114 534 46 785 110 53 49 54 31 28 204 13% 455 205 10
ftt-yyy fffee, dddt	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 1% 29 13% 54% 78%	42% 58% 94 57% 129% 916 71% 69% 30% 16 23 37% 69% 75 35% 11% 29 13% 53% 78	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 129 13% 78	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 13% 54 78%	United Food, 13½ United Fruit 114 Un. Realty Imp. 54½ U. S. Ind. Alco. 47 U. S. Steel 79½ U. S. Steel pf 110½ U. S. Retail St. 53½ U. S. Rubber 49½ Utah Copper, 54 Vanadium Inc 31½ Va. Car. Chem 28 Wabash pf. A, 20½ Weber Heilborn., 13 West. Md. 2d 15½ Westinghouse 45½ West Pacific 20½ W. W. Sp. Steel., 10 White Oil Corp., 12½	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 45% 20 10 12% 53% 20 12% 53% 20 12% 53%	63% 13% 113% 63% 46% 79% 110% 52% 49% 64 31% 28 20 12% 16% 45% 20% 10 12% 55%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 125 6
ftt-yyy-fffee,	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Invincible Oil	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 70% 15% 15% 15% 15% 15% 15% 15% 15% 15% 15	42% 58% 94 57% 129% 916 71% 69% 30% 16 23 37% 69% 75 35% 19% 29 13% 53% 78 10%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 29 13% 53%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 13% 54	United Food, 13% United Fruit 114 Un. Realty Imp. 54% U. S. Ind. Alco. 47 U. S. Steel 79% U. S. Steel pf 110% U. S. Retail St. 53% U. S. Rubber 49% Utah Copper, 54 Vanadium Inc 31% Va. Car. Chem 28 Wabash pf. A, 20% Weber Heilborn., 13 West. Md. 2d 16% Westinghouse 45% West Pacific 20% W. W. Sp. Steel., 10 White Oil Corp., 12% Willys Overland. 6 Willys-Over pf 28%	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 56% 20 112% 56% 28% 118% 118%	63% 13% 113% 53% 46% 79% 110% 52% 49% 84 31% 28 20 12% 16% 45% 20% 10 12% 53% 120 112%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 123 6 27 1175
ftt-yyy-fffee,	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester	42% 59% 96% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 1% 29 13% 54% 78%	42% 58% 94 57% 129% 916 71% 69% 30% 16 23 37% 69% 75 35% 11% 29 13% 53% 78	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 1% 29 13% 53% 78 11 3% 27%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 13% 54 78% 10%	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 56% 20 112% 56% 20 112% 56% 118% 118%	63% 13% 113% 53% 46% 79% 110% 52% 49% 84 31% 28 20 12% 16% 20% 10 12% 12% 12% 12% 12% 12% 12% 12% 12% 12%	13 114 534 46 785 110 53 49 54 31 28 204 135 455 205 10 124 6 27 1175 41
ftt-yyy-fffee,dddtteene	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Invincible Oil Jones Tea Kelly-Spg. Tire	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 70% 15% 15% 29 13% 54% 78% 11 3% 42%	42% 58% 94 57% 129% 916 71% 18% 69% 30% 10 23 37% 69% 75 35% 11% 29 13% 53% 78 10% 31% 41% 41%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 129 13% 53% 78 11 3% 42%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 13% 54 78% 10% 3% 28 41%	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 45% 20 10 12% 53% 118% 118%	63% 13% 113% 53% 46% 79% 110% 52% 49% 84 31% 28 20 12% 16% 45% 20% 10 12% 53% 120 112%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 123 6 27 1175
ftt-yyy-fffee	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel. Inter. Nickel. Inter. Paper Int. Harvester Invincible Oil Island O. & T Jones Tea Kelly-Spg. Tire Keystone Tire	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 1% 54% 78% 11 3% 42% 10%	12% 129% 129% 129% 118% 18% 10% 10 10% 10% 10% 10% 10% 10%	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 1% 29 13% 53% 78 11 3% 42% 10%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 10% 10% 10% 10% 10% 10% 10% 10	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 45% 20 10 12% 53% 118% 118% 112 40%	63% 13% 113% 63% 46% 79% 110% 52% 49% 64 28 20 12% 16% 45% 20% 10 12% 53% 10 112% 63% 112% 112% 112% 112% 112% 112% 112% 11	13 114 534 46 785 110 53 49 54 31 28 204 135 455 205 10 124 6 27 1175 41
fttyyy-fffee,	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Graphy Mines Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Invincible Oil Island O. & T Jones Tea Kelly-Spg. Tire Kresge S. S Kresge S. S	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 70% 15% 15% 29 13% 54% 78% 11 3% 42% 10% 10% 10%	12% 129% 129% 129% 13% 13% 10% 10% 10% 10% 10% 10% 10% 10	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 13% 29 13% 53% 11 3% 42% 10% 163%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 13% 10% 3% 41% 10% 162%	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 45% 20 10 12% 5% 28% 118% 112 40% p. to—	63% 13% 113% 63% 46% 79% 110% 52% 49% 84 31% 28 20 12% 16% 20% 112% 53% 120 112 40% 112 40%	13 114 534 46 785 110 53 49 54 31 28 204 135 455 205 10 124 6 27 1175 41
fttyyy-fffee,ddtteen	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Invincible Oil Jones Tea Kelly-Spg. Tire Keystone Tire Kresge S. S Kennecott	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 19 13% 54% 78% 11 3% 42% 10% 163% 22%	12% 129% 129% 129% 13% 10% 10% 10% 10% 10% 10% 10% 10	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 1% 29 13% 53% 11 3% 42% 10% 21%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 10% 10% 10% 10% 10% 10% 10% 10	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 45% 20 10 12% 53% 118% 118% 112 40%	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 16% 20% 10 12% 12% 120 112 40% 112 40%	13 114 534 46 785 110 53 49 54 31 28 204 13% 165 455 205 10 12% 6 27 117%
fttyyy-fffee,ddtteen	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Grap & Davis Grap & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Invincible Oil Island O. & T Jones Tea Kelly-Spg. Tire Keystone Tire Kresge S. S Kennecott Lacka. Steel	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 70% 15% 15% 29 13% 54% 78% 11 3% 42% 10% 10% 10%	12% 129% 129% 129% 13% 13% 10% 10% 10% 10% 10% 10% 10% 10	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 13% 29 13% 53% 11 3% 42% 10% 163%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 10% 31% 10% 10% 10% 10% 10% 10% 10% 1	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 5% 28% 118% 112 40% p.m. H	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 16% 52% 10 112% 52% 10 112% 120 112 40% 112 40%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 123 6 27 1175 41 Low.
ftt-yyy-fffeeddtteenesff-y	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Grap & Davis Grap & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Invincible Oil Island O. & T Jones Tea Kelly-Spg. Tire Keystone Tire Kresge S. S Kennecott Lacka. Steel Lake Erie & W.	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 70% 70% 13% 29 13% 54% 11 3% 42% 10% 42% 40%	12% 129% 129% 129% 118% 18% 10% 10% 10% 10% 10% 10% 10% 10	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 1% 29 13% 53% 42% 40% 40%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 10% 10% 10% 10% 10% 10% 10% 10	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 5% 28% 118% 112 40% p.m. H	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 16% 52% 10 112% 52% 10 112% 120 112 40% 112 40%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 123 6 27 1175 41 Low.
fttyyy-fffee,	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel Inter. Nickel Inter. Paper Int. Harvester Int. Harvester Invincible Oil Island O. & T Jones Tea Kelly-Spg. Tire Keystone Tire Kresge S. S Kennecott Lacka. Steel Lake Erie & W. Lehigh Valley Loews (Inc.)	42% 59% 56% 56% 130% 10 72 16% 70 30% 10% 24 37% 70% 76 35% 1% 29 13% 54% 10% 163% 22% 40% 10 54% 13%	12% 129% 129% 129% 129% 13% 169% 160 160 175 175 175 175 175 175 175 175	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 78 11 3% 27% 42% 10% 163% 21% 40% 10 54% 13%	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 13% 54 10% 162% 22 40 54% 13%	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 5% 28% 118% 112 40% p.m. F	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 16% 52% 10 112% 52% 10 112% 120 112 40% 112 40%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 123 6 27 1175 41 Low.
ftt-yyy-fffee	Famous Players. G. A. Tank Car. Gen. Asphalt Gen. Asphalt pfd Gen. Cigar Co Gen. Electric Gen. Motors Gen. Motors Gen. M. deb. 7's. Granby Mines Gt. North. pf Gt. North. Ore Gray & Davis Greene C. C Gulf State St Haskell & Bark. Houston Oil Inspiration Cop. Inter. Consol Inter. Nickel. Inter. Nickel. Inter. Paper Int. Harvester Int. Harvester Invincible Oil Island O. & T Jones Tea Kelly-Spg. Tire. Keystone Tire Kresge S. S Kennecott Lacka. Steel Lake Erie & W. Lehigh Valley Loews (Inc.) Man. El. Guar	42% 59% 58% 130% 10 72 18% 70 30% 10% 24 37% 70% 76 35% 1% 29 13% 54% 10% 10% 10% 10% 10% 10% 10% 10% 10% 10	12% 129% 129% 129% 13% 16% 16% 16% 16% 16% 16% 16% 16	42% 58% 95 58% 129% 10 72 18% 70 30% 10% 24 37% 69% 76 35% 78 11 3% 27% 42% 10% 163% 40% 10 54% 40% 10	59% 95 59 130% 10 71% 19 70 30% 37% 68% 76 35% 1% 29% 13% 54 10% 162% 22 40 54% 42%	United Food, 13% United Fruit	63% 12% 113% 53% 45% 79 110% 52% 49 54 31% 28 20 12% 16% 5% 28% 118% 112 40% p.m. H	63% 13% 113% 53% 46% 79% 110% 52% 49% 54 31% 28 20 12% 16% 52% 10 112% 52% 10 112% 120 112 40% 112 40%	13 114 534 46 785 110 53 49 54 31 28 204 135 165 455 205 10 123 6 27 1175 41 Low.
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New N. E. Savings Bank To Be Opened Saturday

Invitations to the opening of the new banking house of the Northeast Savings Bank at Eighth and H streets northeast, which occurs on Saturday, were sent out today by Cashier Reginald Lewis to

hundreds of friends of the bank today.

The banking house, which is regarded as one of the handsomest of the smaller banking houses of the city, will open at 8:50 on the day in question and remain open until 10 p. m. L. P. Steuart is president of

the institution; Charles R. N. E. SAVINGS BANK. Talbert, vice president; George F. Hoover, second vice president, and W. Reginald Lewis, cashier, and these with the following directors of the

bank will receive the guests during the day and evening: James H. Brodnax, Arthur E. Cook, William H. Ernest, Per-cival Hall, W. F. Hummer, D. W. Higgins, Edwin C. Jones, Hubert Newsom, Isaac Narcisenfeld, Charles H. Potter, M. R. Ready, Charles R. Talbert and John T. Vivian.

An inovation in the bank will be a classified postoffice, to be open from 8:30 a. m. to 5:30 p. m. each day, while a safe deposit department has also been established where boxes can be had at reasonable figures.

The bank is also equipped with the latest burglar alarm device, which, it is declared, makes a hold-up impossible.

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James A. Bailey A portion of the stock of the National Mortgage and Investment Corporation is being offered at the same price paid by the officers and directors.

Subscriptions are received by the Hughes Finance Corporation, 1415 Eye street N. W. Phone Main \$53 and Main \$54.